



ENGINES WANTED

WANTED, two sets hand operated mechanical controls for DCU type reverse gearboxes used on Peter FJW engines and BMC engines, single lever operates clutch and gears, mounted directly on gearbox, complete gearboxes considered. Lippcombe and Heavey, Victoria Road, Bovevay, Windsor SL4 13S.

WANTED marine engines, particularly Listers and Petters 10-40hp, air or water cooled, cash paid, we collect. Severn City Boat, Blackpool Wharf, Worcester, telephone: 0905 84474.

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd., Bewsey Road, Flinnigley, Near Doncaster, Yorkshire. Tel: Doncaster 770203 Telex: 847235

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payment. The High Street, Fraserburgh, tel: 2260.

WANTED Lister JP2/3 any condition. Also diesel generator, can collect. Telephone: Faversham 6296.

MARINE engines wanted, all types. Also anchors and chains. Telephone: St. Fergus 307.

PUBLIC NOTICE

Notice to Mariners
SHELL EXPRO'S GASLINE TERMINATION
Current work on the St. Fergus/Brent Gasline has now ceased for winter months. The end of laid down section of the pipeline is on sea-bed at following position: 59°48'36.4"N 00°05'06.7"E.
Which computes to following Decca co-ordinates.
CHAIM NORTH SCOTTISH
CORRECTED OBSERVED COMPUTED GREEN (2) D 47.87
(C-O) - 0.15
OBSERVED DECCOMETER READING (2) E 30.02
CORRECTED OBSERVED COMPUTED PURPLE (1) F.87.45
(C-O) - 0.40
(1) F.87.85
OBSERVED DECCOMETER READING CHAIN OF BERGEN
CORRECTED OBSERVED COMPUTED RED (1) E.16.51
(C-O) - 0.15
(1) E.16.78
OBSERVED DECCOMETER READING GREEN (3) F.45.04
(C-O) - 0.15
(3) F.44.89
OBSERVED DECCOMETER READING CORRECTED OBSERVED COMPUTED PURPLE (1) G.57.06
(C-O) - 0.13
(1) G.56.93
It should also be noted that attached to the end of the pipeline is 1000 feet of 3" dia. wire rope lying on sea bed on a bearing of 037° from pipeline.

NOTICE TO MARINERS **ROCK DUMPING ON SHELL EXPRO'S GASLINE**

We intend to carry out rock dumping in an additional area located at chainage 13.5 Green Gasline, Malin Head, Co. Donegal. Co-ordinates are Green Purple H52.25, as well as our present chainage Km. 4.8 to Km. 6.3 which is equivalent to Decca mainchain 80 green, 032.74 to 033.59 and purple H52.25 to H52.47.
The large "Avalanche" has left the location and all future dumping work will be carried out by barge "Frans".
Work will be suspended between December 23rd 1977 and January 3rd 1978 with dumping and submarine inspection continuing in January 1978.

OFFICIAL NOTICE
PROPOSAL TO CHANGE A SHIP'S NAME
1 CHRISTOPHER BROVINGE of 3 CASTLE TERRACE, ULLAPOL, owner of the fishing boat DEBRA ANN of ULLAPOL official number 382478 of gross tonnage 13.80 tons, of registered tonnage 6.21 tons. Previously owned by F. Watson, Antrim Fisheries of Ballymena, N. Ireland.
Propose to change her name to VENTURE WEST, registered at Inverness.
Any objections must be sent to the Registrar General of Shipping and Seamen, Lincolns Inn Road, Cardiff CF1 1YR, within seven days of the appearance of this advertisement.
Signed C. P. R. Brovinge dated, 23rd January, 1978

Rock Dumping Vessel **"FRANS"**

This vessel which is at present working over the St. Fergus/Brent Gasline, frequently lays to two anchors the cables of which extend 850 metres up current from the vessel. A wide berth is requested.

Official and Classified ADVERTISEMENTS

Continued from Page 15

WHEN ORDERING GOODS ADVERTISED IN OUR CLASSIFIED COLUMNS WE ASK OUR READERS NOT TO SEND MONEY IN ADVANCE BUT TO PAY CASH ON DELIVERY.

F. R. PURSELL, ADVERTISEMENT DIRECTOR

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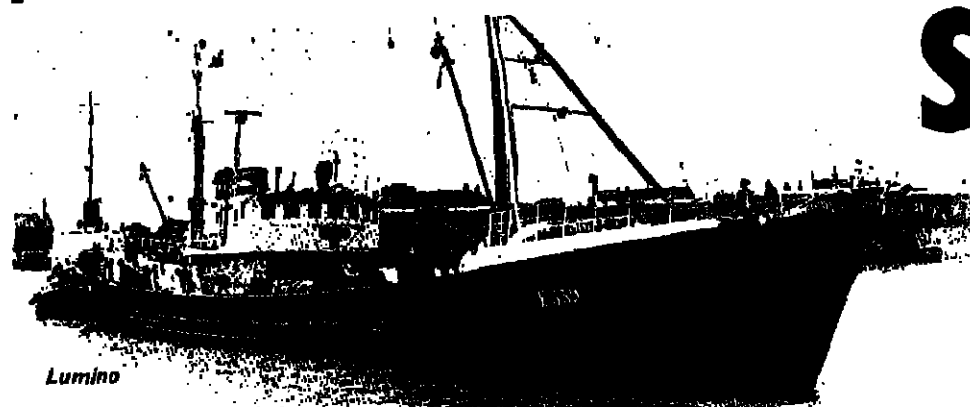
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BOAT BUILDERS

ELTON BOATBUILDING CO.
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Lumino

SPRAT FACTORY FOR GRIMSBY

GRIMSBY owners, managers and agents Tom Sleight (F.S.) Ltd. will get its own sprat processing scheme underway with the expected arrival in Grimsby next week of the Danish factory trawler *Lumino* (E 559). The 430-ton Ebbelvig vessel is to start processing fish for the 22-strong local fleet of spratters.

Lumino is expected to stay in Grimsby until the winter sprat season ends in four or five weeks time.

The 20-year-old factory trawler has a capacity of some 600 tonnes and this will be more than doubled by using storage tanks in two barges.

The emulsified fish are transhipped to a tanker for the final phase of processing in Denmark.

One question mark has been over the siting of the storage barges within the fish docks complex. Sleight had to wait for a Docks Board decision over the barges and permission has now been given.

The Grimsby firm has taken this step due to pressure from the local fleet for an alternative market when the port's fish meal plant announced it was unable to cope with more than 100 tonnes of sprats a day.

This restriction led to queues of vessels — even though more than half the Grimsby fleet is based at North Shields. Some vessels were in dock over three days and others even found they got a quicker turn around by steaming to Denmark to unload.

Many skippers felt the Grimsby meal company was letting down the local fleet by giving other sources priority over sprat landings.

Last week Sleight transhipped almost 250 tonnes from the spratters *Samantha*, *Tino* and *Ellen* into the Danish klondyker *Centauri* (E 152) in a stopgap move to increase sprat landings.

Drivers for the fish meal company blockaded the sprat jetty where the transfer was to be made with vehicles. The men parked their cabs and trailers in an arc around the quayside and a local fish

merchant's trailer, brought in by Sleight to transfer the fish, was barred until representatives from Sleight got the men to see reason.

The fish are being off-loaded into a trailer for weighing over a weigh-bridge and are then tipped on to a quayside shoot and into the holds on *Centauri*. The carrier then sets sail for Denmark.

Grimsby Fish Meal Co. has

offered vastly improved arrangements for sprats, due to the shortage of white fish offal and mackerel from Cornwall, and some boats continued to land it.

However, most skippers are now pledged to Sleight's Anglo-Danish venture despite a payout slightly below the 17 per cent offered by the meal company. They feel they will get more trips in by landing to *Lumino*.

'Khartoum' out

BRITISH United Trawlers is putting the former distant water trawler *Ross Khartoum* on charter for oil rig work.

The Grimsby-based vessel has not fished for over three months.

Last week the 163-footer, built by Cochrane & Sons Ltd. at Selby in 1957 and rebuilt at Drypool at Hull in 1963, was undergoing man-

datory modifications. The work was mostly to the fishroom but included the removal of fishing fixtures like trawl rollers.

It is unlikely that the 500-ton vessel will ever resume fishing from the Humber. However, there was one piece of good news at the port last week. Consolidated Fisheries put *Huddersfield Town* back to sea.

COMMENT

MINISTER John Silkin arrived back from Brussels this week in glory. His obstinacy in the face of severe opposition from the EEC to swallow a fisheries policy that would put the skids under our industry has been greeted with wild applause by most fishermen. But there could be a heavy price to pay.

As we pointed out last week, the vexed question of fishing off Norway is of paramount importance and the stalemate in Brussels this week, makes the prospect of a deal look even more slim.

Mr. Silkin was right to reject the idea of fishing plans being implemented which would rule out any enforcements on North Sea fishing and also sweeps aside the demands for a dominant British preference.

On the other hand, the danger of Mr. Silkin's proposal for yet another standstill on fishing is the very thing that has provoked the Norwegians into making threats about clearing EEC boats from her waters altogether.

EEC talks with Norway are due to resume next week and all along Brussels sources have intimated that a deal could only be on if there was a settled Common Fisheries Policy. We are no nearer to that since the previous talks last November.

Knowing the present state of disillusion with Britain in Brussels, there must now be real fears about the EEC's resolve in trying to placate Norway.

fishing news

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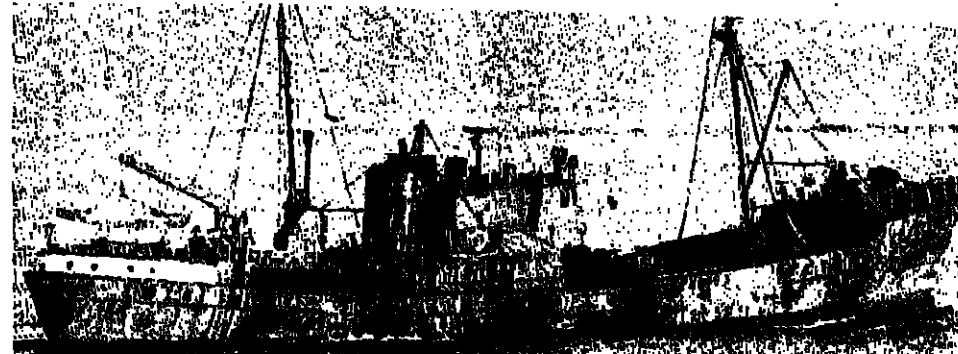
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ABC

Aberdeen ship lost



Ben Helem — now submerged after being beached on Harris. Her crew took to lifeboats.

ONE CREW MEMBER of the Aberdeen trawler *Ben Helem* — lost off the Isle of Harris during last weekend's storms — was 16-year-old Alistair Stewart who was making a trial trip on the trawler to see if he liked the job.

The trawler, under Skipper Bill Legge, ran into a force ten on Saturday and was making for shelter when she hit a reef at the entrance to Hush Bay. It is understood that the weather was so rough

the trawler dragged her anchors. Skipper Legge knew the trawler was holed and was filling up and so had to run the trawler on to the shingle beach to save the lives of his crew.

A spokesman for her owners, Richard Irvin & Son Ltd., said that the vessel was holed in the fishroom and was making water fast. Skipper Legge had to keep the trawler's 'bow up to get his crew off so he beached her'.

Coastguards at Stornoway said that Skipper Legge was in complete command of the

situation and, along with his crew, got off the trawler using lifeboats.

The 16-year-old trawler had a crew of 14 and left for the fishing grounds on Tuesday last week. The men were taken to a hotel at Harris, and then from Stornoway by air to Inverness and home by train.

The owner's spokesman said that the trawler later slipped off the beach into deeper water and is now submerged. The vessel has still to be examined for a salvage report.

SALVAGE FIRM BUYS FREEZER

THE £1m. Hull freezer trawler *Conquaror* — declared a total loss exactly four weeks after going aground on the Cornish rocks near Mousehole — was being sold this week to the salvage firm Eurosalve for £5,000.

The deal to buy the broken freezer was being signed in mid-week.

William Holcroft, a surveyor for UK Trawlers Mutual Insurance Co., came to Penzance last week and twice went to the scene. The freezer had been handed to the insurers by the owners, British United Trawlers, as a constructive total loss.

This followed the decision by the salvage firm of Eurosalve of Folkestone — led by managing director Jim Rowland — to abandon its attempt to refloat the 240ft. *Conquaror* which went aground just before dawn on December 27.

Seagulls are gorging themselves on the frozen mackerel floating out of the hold.

Gavina's cod is welcome

FLEETWOOD fish supply again proved inadequate to satisfy merchants' demands and there were only five landings by deep-sea vessels last week.

Top ship was inevitably the only local trawler to arrive back from the distant water grounds — *Gavina* (Skipper Charles Scott). She landed 780 kits, including around 600 of cod, for more than £25,000.

More of Fleetwood's J.

CHANNEL DIVERS

A NEW COMPANY, Sallionian Diving Services Ltd., has been formed at St. Mary's to offer a 24-hour service to shipping.

Underwater work with scuba gear includes general and explosive engineering, air-lifting and underwater survey.

The firm's salvage vessel is equipped with VHF radio telephone and is available for general survey work including seabed scanning with proton magnetometer.

Ashore, the company offers support facilities of a marine engineering workshop, storage, plus off-season accommodation for up to 20 people.

The firm has been formed by Jim Healy and Terry Hiron, who are well known for their archaeological diving work on the Isles of Scilly.

Marr stern trawlers are working the area and the firm is dealing with the quota on a trip-to-trip basis.

Gavina's cod helped ease the shortage of the variety caused by poor fishing on the near water grounds. On Monday three near water vessels landed but they had only around 80 kits of the variety between them.

The former Aberdeen trawler *Admiral Hawke* had 30 kits of cod in her total of 220 kits which sold for £5,775.

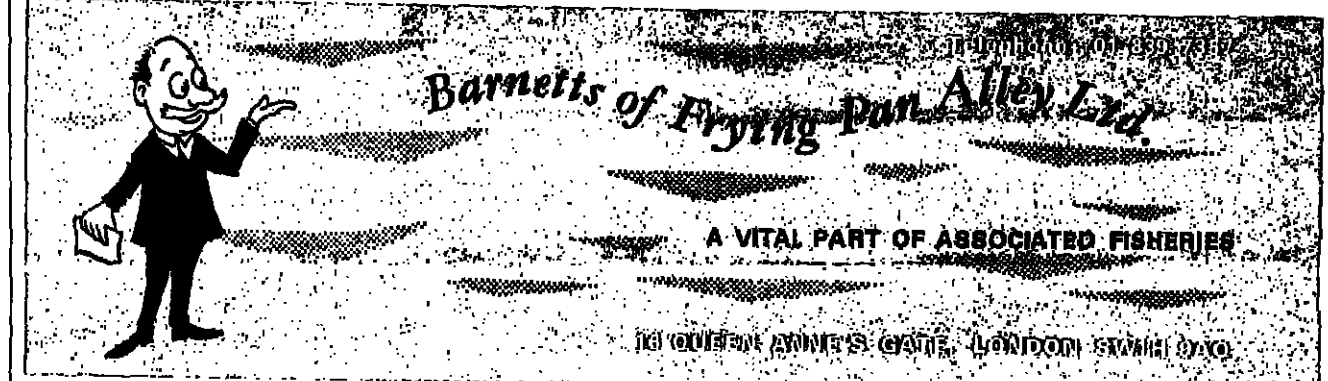
It was left to the pocket trawler *Resolute* to record the top average kit grossing of the day. She landed 141 kits, including 17 of hake, 20 of cod, five of whiting and 65 of roker which sold for £8,019.

Roker

Later in the week the small stern trawler *Resolute* returned to port with 152 kits — 15 of hake, 15 of cod, two of whiting and 95 of roker — for a grossing of £6,200.

Prices for cod were not outstanding despite the shortage, but there were higher prices for other varieties — quality hake made more than £120 a kit, dogs £33 and roker more than £40 a kit.

The small landings are partly because up to five local vessels are fishing south-west of the Isles of Scilly.



February 1978
SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

"Let us now praise famous men"

Ecclesiasticus, St. Matthew (44:1)

- 0 - 0 - 0 -

To most of you they're legendary names from a long past catering scene; not real flesh and blood human beings whom you might have met — conversed with, drank with, worked with — but for me they were real. Larger than life, and in many instances even more frightening and ominous than actual day-to-day life.

I knew a helluva lot of 'em. I didn't become the oldest door-to-door smoked salmon salesman in London without coming under the spell of their often baleful influence, in the so called, good old days. I was there. And so, too, were Messieurs Arsene Avignon, Marius Dutrey, Eugene Harbodeau, August Laplanche, Francois Ferdinand Perrin, Paul Lebrion, Henri Mallet, Francis Lathy et al.

Just a few of the many famous gentleman chefs who terrorised, and often made uxorious, my early, formative business years ... moulded me, perhaps, into the rather cynical old man I am today.

A coterie of capable culinary characters or, if you were on the other side of the stove — my side — the Dillingers, the "Lucky" Lucianos, the Al Capones, the "Legs" Diamonds of the hotplate.

But, in fairness, let me immediately add that, generally the Master Chefs, unlike the American chaps mentioned above, were not armed. Apart, of course, with handy-to-reach kitchen cutlery, and the satisfying, absolute power of being able to make or break lesser individuals in the catering world.

(When I was around 18 years, as green as a spring salad, as innocent as a spring chicken, and as pure as a spring well, I was chased out of the Stacey by the imposing Mons. Lathy who was brandishing a fearsome Jaggi kitchen knife — although, at that moment, I did not slow down to take a really close look at the weapon. My sphincter muscle has been difficult to control ever since that exit).

Father-figures to their brigades? Were they? Wide-eyed, near-innocent (but not for long) youthful members of their kitchen staff; were forced, through the harsh, oppressive financial times of the twenties and thirties, to either ponder to the phantasmagorical whims and ego trips of these eccentric and domineering dictators, or take their knives elsewhere.

Well respected? Greatly admired? Were they? Perhaps by their near and dear ones, but unless my memory fails me, not by those who tolled for them for a pittance, in their despotic kitchens. And certainly not by the suppliers of their meat, fish, poultry, groceries and fruit and veg.

The London West End Godfathers. A powerful Cosa Nostra "family" of almost unbelievable, selfishly misused power. The Borgias and Medici of our times; most of them over-endowed with rudeness and arrogance. But there was a lot to be said for them; in fact, they were always saying it.

Ask any exhibition cook of my age group — if you can find one — just how easy it was for him or his fellow countrymen to obtain a job slightly above that of kitchen porter, in any ordinary establishment — during the 20's, 30's and early 40's — governed by an entrenched continental chef de cuisine.

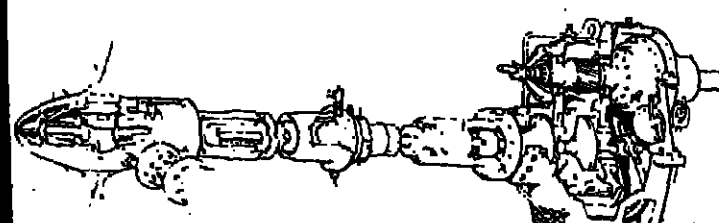
Some of our present day chefs can be smug and difficult; a bit prone to cantankerousness. But, damn nearly all of them are fair-minded, and realise that we have to live and work together in an industry which gives us a fair chance to show our skills and earn a living; especially the chefs who prepare and cook the food, and the supplier, who provides a daily cornucopian larder of fine foods, which helps to make the joint effort so successful.

W. Barnett of Frying Pan Alley

... and me

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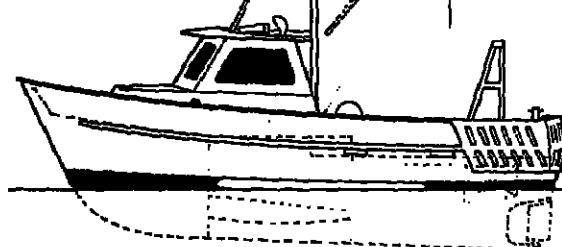


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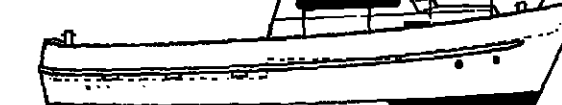
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NOW IN Fraserburgh harbour for final completion is the latest boat from the J. and G. Forbes yard — the 74ft. *Alta*. The wooden trawler has a 21ft. beam and is powered by a Kelvin 600 hp diesel. She has been designed mainly for bottom and mid-water trawling and will be skippered by John P. Duncan who will work her mainly out of Lerwick, Shetland. She is expected to go on trials in about two weeks time. Full report and pictures in *Fishing News* soon.

EEC VESSELS PROP UP GRIMSBY

ONLY SUBSTANTIAL landings by EEC vessels propped up Grimsby's flagging fish markets as the Humber port struggled last week to make do with a handful of different middle and near water trips from its own fleet.

The local effort slumped to an abysmal 3,869 kits landed for the complete week; a figure only given a little respectability when boosted to the final tally of 7,841 kits by 3,972 kits brought in by an armada of small vessels from Belgium, Holland and Denmark.

The supply situation was further aggravated by a shortfall in overland supplies due to the national fish shortage and bad weather.

More and more merchants were forced back on to frozen supplies, but these stocks are now dwindling at an alarming rate. Nor was there any consolation from the sight of the Icelandic cargo vessel, *Godafoss*, discharging some 400 tonnes of frozen cod, haddock and plaice only a stone's throw from the port, in an adjacent commercial dock. Most of this fish was destined for Humberside's frozen food producers.

Without a solitary distant water landing the top local trip went to BUT's Ross Kipling (Sk. John Roberts). Back from 17 days on the Westernies she turned out 570 kits to gross £16,416.

Next best Westernies trip came on the same market from Taylor's Kyoto (Sk. Johnny Dacombe) with 423 kits worth £11,899.

Top effort in the North Sea went to Lindsey Trawlers' *Lepanto* (Sk. 'Butch' Nicholls) with a 390-kit plaice special from 13 days which sold for £12,424.

Gales
Earlier Tom Grant (Sk. Bob Sinclair) had chalked up £11,692 from 354 kits of flats after another 13-day trip. The January gales virtually washed out anything special from the local anchorage and from five landings. Jubilee's *Nyborg* (Sk. Bjørn Jensen) came out on top with £3,279 from 74 kits of large North Sea cod.

Pride of place from the

foreign landings went to the Danbrist-angled Dane *Hanne Gasher* (E 711) which set a new Humberside all-comers seiner record of £15,211 from a huge 388-kit cod catch.

Other big earners were *Sammeneerking* (E 636) on

£13,724 from 393 kits through *Sloight's Brian* (E 60) £11,810 from 368 kits through *Chapman's* and the *Belge* *Chapman's* (Z 418) £14,487 from 376 kits and £13,000 from 385 kits apiece through *Richardson's*.



Above: the Icelandic cargo vessel *Godafoss* unloads her frozen cargo only a stone's throw away from the fish docks where supplies were short.

Below: one of the EEC vessels brought in to boost supplies at Grimsby. She is the 83 ton *Idelfix* which made £4,964 from 242 kits.



Mackerel quota —industry split

A PROPOSED change in the mackerel quota system is meeting with a mixed reaction from the fishing industry. Instead of having quotas based on a daily system, the plan is for the introduction of weekly quotas. "We thought this might be simpler", Mr. J. G. Kelsey, MAFF fisheries secretary, told the sub-committee investigating the fishing industry last week.

ARGENTINA CALLS IN AID

ARGENTINA has begun to explore the possibilities of her 200-mile fishing limit.

Japan's largest fishing company will conduct a year-long study to determine if the cold waters south of the 40th parallel can be profitably fished under a government contract.

The company, Nippon Suisan Co., and four joint participants, will try to bring in a maximum 100,000 ton catch during the year. The other participants are Taiyo Fishery, Nichiro Fishery, Tokyo Fishery, and Hyoko Fishery.

In addition to fishing and scientific investigation, the Japanese group will build a 20m. vessel for loan to the Argentine government.

If the experiment is successful a commercial operation will be started, using either small ships which will bring the fish to a plant on the Patagonian coast, or ships with on-board processing plants.

Representative bodies in the industry had been sounded out about this change but comments so far show a deep division of opinion, said Mr. Kelsey.

Allegations of under recording of mackerel landings and transshipments to beat the quota system were continually being made, said the sub-committee. "None of these had been firm enough for us to take legal action", said Mr. Kelsey.

Discard allowances for fish also seemed to worry members of the sub-committee. Cod, whiting and haddock in the North Sea had exceeded ten per cent, said Mr. B. Parrish, director of research, in his evidence. "This had been brought about by good year classes, he explained.

While the discard rate in this area was around 40 per cent in 1976, Mr. Parrish expected this to fall considerably during 1978 because few of the fish will be under minimum size.

Asked if quotas strengthened the case for a no discard rule, Mr. J. Cormack, DAFS fisheries secretary, pointed out that this could cause further difficulties. Fishermen might be discouraged from working the grounds where they should be fishing, he said.

Forester —official

C. S. FORESTER has retained the Hull Distant Water Challenge Shield. She ended 1977 a massive 13,550 points ahead of BUT's *Ross Sirius*, the runner up, and 16,527 points ahead of *Newington's Somerset* in third place.

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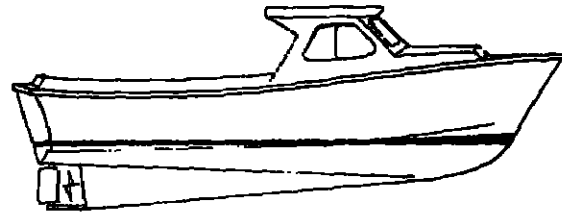
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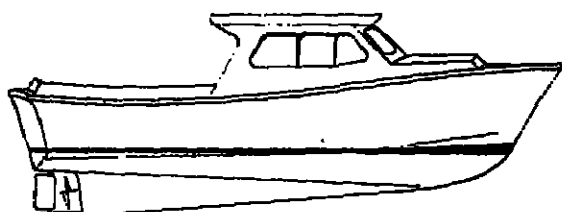
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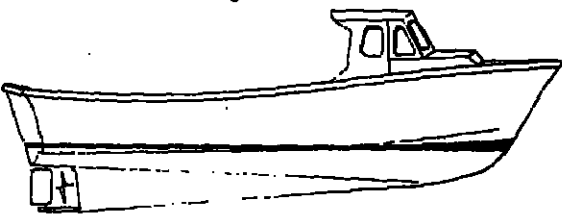
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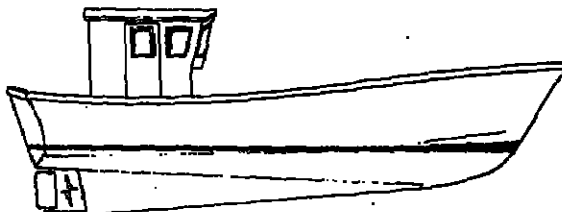
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First pout box fine —£5,000 'MISTAKE'

A DANISH skipper has been fined £5,000 for being caught 1,300 yards inside the North Sea pout box conservation area in the first prosecution under the order.

Karen Gronbjerg, skippered by Kaj Martinus Christensen, was intercepted by the fishery protection ship

HMS Jersey and escorted to Lerwick, Shetland, where he admitted fishing inside the 24,000 sq. mile prohibited area.

He was fined £5,000 and another £250 on a second charge which he also admitted — carrying a net with an under-sized mesh.

Sheriff Alistair Macdonald told him: "I have taken into account that this is the first prosecution under this new order; that you were only slightly inside the prohibited area; and that your navigation could perhaps not be expected to be as accurate as that of HMS Jersey."

"However, it is the duty of fishing skippers to note accurately their position in relation to fishery limits and to provide a safety margin to take into account any possible navigational inaccuracy."

"I advise all skippers to regard this as an exceptional act of leniency."

"The policy of this court with regard to illegal fishing remains unchanged — heavy penalties have been sanctioned by Parliament for the protection of fish stocks, and they will be imposed."

"I point out that the order contravened is non-discriminatory and applies to British as well as foreign skippers."

"It is for the benefit of all."



Left to right on Lowestoft dock: David Laws, Terry Syrett, Dennis Cook, Don Cole, Lanny Cole, D. J. Meenan and Sir Basil Parkes.

'Cobra' launched, 'Vixen' lands...

LOWESTOFT'S latest 86ft. stern trawler, *Boston Sea Cobra*, was launched at Richards Shipbuilders' Yard on Thursday last week only hours after her sister-ship *Boston Sea Vixen* made her maiden landing.

Sea Cobra — like the rest of the *Boston* fleet at Lowestoft — is named after a type of aircraft. She was launched by Patricia Hazell, wife of the owners' bank manager.

Workers at Richards' Southtown yard lined the quayside as she slid down into the River Yare. Then they went back to work on two similar trawlers being built there for Boston Deep Sea Fisheries — the last of four on order for the Lowestoft fleet.

Sonar

Features of *Sea Cobra* include improved sound insulation in the crew quarters to minimise engine noise, sonar and the engine fitted forward and the net store aft, leaving the midships section clear for fish handling and storage.

Her sister-ship, *Boston Sea Vixen*, made her maiden landing of 385 kits at Lowestoft on the same day after battling through a force nine.

The first kit was sold to Birds Eye buyer, Terry Syrett, for £80 and the money was promptly handed over to the Lowestoft Fishermen's Widows' and Orphans fund.

Watching her catch come ashore was *Boston* company chairman, Sir Basil Parkes. The first kit was sold by David Laws, *Boston's* senior salesman.

SIR, Your article on "Did PO run a monopoly?" in *Fishing News*, January 20, contains several inaccuracies which cannot be allowed to pass unchallenged.

It is quite untrue to say that processors had to attend meetings called by the SFO in Edinburgh. Processors involved in processing shrimps were invited to attend these meetings. The meetings were called as there was no market mechanism operative by which supplies could be allocated.

The processors intimated that they did not want to see an auction system for shrimps introduced and the meetings were, therefore, one way in which supplies could be allocated at prices satisfactory to the catchers.

Nor is it true to say that prices were fixed or that prices were forced upon the processors. The prices paid were mutually agreed upon after negotiation, so there is no question that they were arbitrarily imposed. In fact there was a certain amount of disagreement among the processors involved with some of them being prepared to pay more than others.

What happened, therefore,

LETTERS

was that the price fixing mechanism was shifted from the auction ring to the negotiating table.

As far as the actual system of allocation is concerned, this again was agreed with the processors and the suggestion that this be based on the number of peeling machines was, in fact, made by the processors.

It should be pointed out that one of the prime functions of a producer organisation is to im-

Regional rules a must

SIR, Your article in *Fishing News*, January 20, about Parliamentary consideration of shellfish regulations rightly emphasises the need for regional variations.

Not only do various parts of the UK have stocks of differing sizes, growth-rates and accessibility, they are exploited in varying degrees and are endangered by different factors which include proximity to Continental ports.

South Devon winkles, for instance, are now harvested so ridiculously small that they are getting a bad name; but, because there is neither a minimum size nor any security for those who transfer stocks to good grazing grounds, everyone takes all they can.

Scottish winkles are bigger, despite their slower growth, because they are relatively less heavily exploited.

EXPORT REFUND

THE EEC Commission has changed the arrangements for payment of export refunds, starting from January 21.

An export refund of four units of account per 100 kg has been introduced for exports of salted mackerel to Jamaica, Trinidad and the Windward and Leeward Islands.

Exports of dried and salted cod and saithe have been extended to include Cameroon and Angola.

No export refund is payable on frozen cod fillets.

The other rates of export refund and destinations remain unchanged. However, the Commission has decided to exclude Yugoslavia, Norway, Sweden and the Faroes Islands at least from the list of destinations qualifying for the export refund for frozen whole mackerel from May 1, 1978.

Other countries may also be excluded from the same date and decisions on the matter will be published in Trade Press Notice.

Application for payment to: Intervention Board for Agricultural Produce, Fountain House, 2 West Mead, Reading, Berkshire RG1 7QW.

BEERFIGHT — MAN JAILED

A WORTHING fisherman has been jailed for 18 months after stabbing his partner with a gutting knife after an argument in a pub.

Nigel Harland (43) was found guilty of wounding Martin Osborne (29) of Worthing at Chichester Crown Court. Mr. Osborne had to spend four days in hospital with a collapsed lung.

Mr. Harland was stated to be in breach of a three-month suspended sentence for

possessing a pocket knife as an offensive weapon. Judge Christopher Cunliffe said the use of knives was not going to be tolerated.

Mr. Osborne told the jury there was an argument over a pint of beer in the Old England bar on Worthing seafront and Mr. Harland invited him to step outside and settle it.

Another fisherman, Patrick Daly, also of Worthing, said he saw Mr. Harland sweep round and stick the knife just under Mr. Osborne's armpit.

£13M CATCH FOR SOUTH-WEST

BOATS FISHING from Westcountry ports earned a massive £12,967,000 last year — almost double the 1976 figure.

Plymouth, the main winter base for visiting purvers and trawlers from northern ports, Scotland and Ireland, took a hefty £5,639,000 share of this total and was far and away the top port in the area.

Next came Newlyn / Penzance (£3,368,000), River Fal (£2,191,000) and Brixham (£1,709,000).

The figures reflect the growing importance of the Westcountry as a fishing area. In 1975 the total earnings for the area were just £3,767,000 and this had jumped to £7,210,000 in 1976.

Last year mackerel landings doubled from 50,000 tons to 100,000 tons.

A break-down of the 1977 figures show that Plymouth's total earnings came from 30,230 tons of demersal, pelagic and shellfish.

Pelagic fish (including mackerel) was the big earner — 77,780 tons brought in £4,406,000. Shellfish came second — 1,720 tons and £804,000 — and 730 tons of demersal fish fetched £419,000.

Penzance - Newlyn, the second most successful port, landed 23,890 tons to make £3,368,000.

This was broken down into 20,600 tons of pelagic fish (£1,636,000); 2,460 tons of demersal (£1,280,000) and 820 tons of shellfish (£1,052,000).

Some 26,100 tons came ashore in the River Fal area. This comprised 25,500 pelagic tons (£1,890,000); 510 demersal tons (£237,000) and 90 tons of shellfish (£64,000).

At Brixham the total landing was 5,540 tons. Top here were the demersal fish (1,960 tons, £1,155,000) followed by shellfish (700 tons, £368,000) and pelagic (2,880 tons, £186,000).

In 1976 Plymouth just topped the league, with 38,838 tons bringing in £2,578,000 — just ahead of Penzance - Newlyn where 13,318 tons earned £2,222,000.

Brixham was third with 5,575 tons (£1,624,000) and the River Fal with 7,215 tons (£786,000).

Billingsgate

JANUARY sees the first wild salmon of the season arriving in the market: net-caught from Southern Irish rivers and rod-caught from the Tay and other Scottish rivers which have early opening dates. Prices reflect the scarcity and also the publicity value of serving the 'first salmon of the season'. But the £8 a lb. of the opening days soon drops to more realistic levels.

It is interesting to speculate on what effect farmed salmon will have on the market for wild fish. Some four years ago the first Marine Harvest fish started arriving and several merchants had a go at selling them. However, they were up against the conservation of the retailers — or was it their canniness that contrived to equate the spotliness of those fish with sea trout and kept the prices down to those levels? This depression below expected returns, and unimposed restrictions of sales elsewhere, caused Unilever to pull out of Billingsgate and concentrate on a flourishing export trade.

The gap was filled with Norwegian Mowi fish, handled by Smithers and Skinner, which was less spotty but was affected over the next few years by the falling pound.

Now, it is no longer alone in the field. Two of the traditional salmon factors regularly offer farmed fish from Scottish sources. While those on sale at H. Barber and Sons are from a newly-formed company, Johnny Ringshaw of Grant and May is the London agent of a Scottish firm long established in catching and marketing wild fish. And a very good product they are.

Apart from smaller heads (which must be a plus factor) and just a sprinkling of black spots, these fish appear to be little different from good wild grills.

What is needed now, by wholesaler and retailer alike, is the will to exploit the supply flexibility of farmed fish to fill the gaps in the arrivals of wild fish. This would convince the restaurateur that the availability of salmon extends beyond the September close.

Quality standards must be maintained — and the image of farmed salmon generally will fall if, as Johnston's of Montrose did recently, boxes of damaged fish, bitten and bruised by some predator, are sent to market.

'Victory' sets new high

THE GRIMSBY inshore trawler *Victory* set up a new post earnings high for her class on Tuesday last week with a £3,647 grossing after an 11-day trip on the inshore grounds off Mablethorpe on the Lincolnshire coast.

Skipper George Reader, using the Cowalt 100 ft. Concord inshore trawl, brought in 187 kits of cod and codlings which was quickly snapped up by fish-hungry merchants for a kit average of £33.21.

Victory, formerly *Pacem-in-Terris*, is now owned by underwater diving and explosives consultant Tom Walkley.

Her earnings over the last three trips stand at over £13,000.



WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan rates are now as follows:

Vessels under 80 ft. and new engines are: up to five years, 9 1/2 per cent; five to 10 years, 10 1/2 per cent; 10 to 15 years, 11 1/2 per cent; 15 to 20 years, 12 1/2 per cent; 20 years and over, 13 1/2 per cent.	For processing plants: up to five years, 10 1/2 per cent; five to 10 years, 11 1/2 per cent; 10 to 15 years, 12 1/2 per cent; 15 to 20 years, 13 1/2 per cent; 20 years and over, 14 1/2 per cent.
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The rates on advances made before January 21, 1978, are unchanged.

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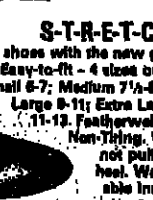
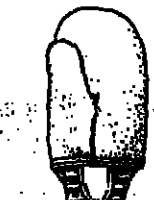
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WITH a highly successful year behind it, the Peterhead fleet was quickly back into full swing when the market re-opened after the New Year break on January 6. There were big landings of 8,828 boxes from 46 boats after some crews had sailed during the holiday.

Again catching the limelight was the 71 ft. Wick seiner *Boy Andrew* owned by Skipper Norris Bremner. She put ashore a catch of 500 boxes which included 206 of cod.

Another good landing of 445 boxes, including 350 of cod, came from the 86 ft. Hopenman seiner *Acacia Wood* (Skipper Alec Jack). Many vessels had lost no time in getting to sea at the beginning of the year and, in fact, quite a number had sailed on New Year's Day — traditionally one of the main holidays in Scotland.

Despite stormy weather a lot of vessels enjoyed good catches in early January.

The 76 ft. Hopenman seiner *Mary Croan* (Skipper Tommy Sutherland) — top seiner working out of Peterhead last year with a grossing of £345,000 — made an excellent start to 1978. On January 7 she landed 412 boxes and was back in again on the 17th with 440 boxes (320 of cod).

One of the biggest landings of the month had been 580 boxes from another Hopenman seiner, the 86 ft. *Supreme* (Skipper Innes McPherson).

Some smaller boats were also getting among the fish and, on the 17th, the 40 ft. *Jasper* sold 140 boxes which had been caught in one day.

Pairing

Two Peterhead vessels have continued pair trawling for white fish during the winter. The 86 ft. steel vessels *Morning Dawn* and *Unity*, under skippers David Morgan and John McLean, put ashore a combined catch of 925 boxes of good mixed fish and realised in the region of £22,000 between them.

They had sailed seven days before and, despite the stormy weather, managed some steady fishing.

These two vessels have done consistently well at the white fish pair trawling using

Apeldoorn nets and the skippers decided to continue through the winter rather than switch to sprat fishing from the Tyne.

Peterhead pair trawlers currently working sprats out of North Shields include the foursome *Shemara*, *Starcrest*, *Ugievale II* and *Faithful II*, and the twosome *Starlight* and *Constant Friend*.

The 86 ft. sister-ships *Summer Dawn* and *Brighter Dawn* are working single-boat trawls and a few older Peterhead boats are joining in the fishing.

Constant Friend and *Starlight* (skippers Bruce Thain and Alec Baird) have recently taken delivery of submersible fish pumps from the Peterhead firm of Tecnor Engineering. These pumps attach to the cod end of the trawl and speed up the operation of lifting sprats aboard.

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Mackerel

Only two Peterhead boats are now taking part in the mackerel and sprat fishing off south-west England.

The 86 ft. pair trawler *Amethyst* is working in partnership with the Fraserburgh boats *Qui Vite* and *Sorepla*, while the pursertrawler *Morning Star* is fishing in company with the Gardinstown vessel *Flowing Tide*.

Just before Christmas *Fishing News* went aboard *Amethyst* in Plymouth and Skipper John Buchanan said that they were selling good catches of pilchard for human consumption. He also added that the vessel's Rapp fish pump fitted earlier in the year is working very well.

Several other Peterhead boats went to the West-country in the autumn but later moved back north, some to the Minch herring fishing and others to Peterhead for the seine net fishing.

The Minch herring fishing picked up a bit in January and some boats were able to

make satisfactory catches.

Peterhead vessels working the Minch include the pair trawlers *Seringa* and *Sundari*, *Fairweather V* and *Sparkling Star*, *Golden Dawn* and *Aquila*, plus *Constant Star* and *Veracious*. Also involved are the purse seiners *Vigilant* and the newly lengthened *Accord* and *Pathway*.

Below: *Faithful II* going into the Albert Edward dock at North Shields to shelter from the storms.



Purser going for a 'stretch'

WHEN SKIPPER James Duncan of Peterhead brings his 86 ft. purse seiner *Morning Star* home from the Cornish mackerel fishing she will be lengthened by 20 ft. and fitted with refrigerated sea water tanks.

The work is to be carried out by Wood and Davidson Ltd., which has designed the modifications in conjunction with the Napier Company (Aberbroath).

Work is just about to begin on prefabricating the new midships section containing the tanks, so that it will be ready for putting in place

when the vessel comes home towards the end of March.

Insulated with polyurethane, the three steel tanks will have a total capacity of 120 tonnes and occupy the whole of the new 20 ft. section.

A Kvaerner model 92/0E RSW plant is to be installed and will be powered by an 80 kW alternator driven from a Gardner 6LX diesel engine fitted in the fore end of the existing fishroom.

In addition, *Morning Star* is to be fitted with a steel shelterdeck extending from deckhouse to whaleback, while the hatches for the RSW tanks will be carried up to shelterdeck level and fitted with aluminium covers.

The pursing galleys will be repositioned on top of the shelterdeck and the bulwarks and Elro for Kvaerner are to be

heightened by some two feet.

Morning Star has been fishing for about 16 months. She has lines designed by Tynedraft Design Ltd. and was originally ordered from Berwick Shipyard. Following the bankruptcy of this yard, Skipper Duncan had the partially completed vessel towed to Peterhead where he employed local firms to complete the work.

She will be the first vessel to be fitted with a Kvaerner RSW system in a UK shipyard, although about 14 similar installations are in use or on order for the Scottish purse seine fleet.

This number includes vessels under construction and also several existing boats which are to be fitted with the system. The Glasgow firm of Scandinavian Marine Sales Ltd. is sole agent in the UK and Elro for Kvaerner of Norway.

In five years time he expects to be selling around 50 million oysters a year — some will be sold at a small size for growing in other areas and the rest to be retained until they reach market size.

A zoology graduate, Mr. Maskell is also a leading member of the Pacific Oyster Growers' Association. He said: "Small growers specialising in the Pacific oyster are now beginning to utilise the estuaries of Devon and Cornwall for rearing these fast-growing oysters."

"When we started there was only one local oyster grower — now there are 25". One of the problems facing Mr. Maskell is his rates. His rates appeal has been turned down by a local valuation court, but he says he is ready to take his case as far as the



Below: the 86 ft. *Morning Star* (Skipper Duncan) is to be lengthened by 20 ft. and fitted with a Kvaerner refrigerated seawater system.

House of Lords to win a fair deal for fish farmers.

Mr. Maskell claims that the strange legal definition of the term "livestock" discriminates against fish farmers. It permits the de-rating of buildings used in the production of conventional livestock, like cows and sheep, but denies this advantage to producers of fish.

At present the appeal is being considered by the Lands Tribunal. The result will, hopefully, be to the benefit of all fish culturists in the UK.

French fishermen are upset by a scheme off the coast of southern Brittany to hatch and then release brood lobsters on their inshore grounds.

The fishermen, who belong to the Union des Cooperatives Maritimes in connection with the French Government Fisheries Dept., have built a hatchery on the Isle of Houat, Brittany.

Here berried lobsters, supplied by local fishermen, are held until their eggs hatch.

In natural conditions survival rates of the small lobster larvae are believed to be as low as one to four per cent; survival rates in the French hatchery have been found to be as high as 40 per cent, at a cost which appears economically acceptable.

Once the lobsters have reached a height of about 1 in., they are taken from the hatchery and placed in the sea around the Brittany coast.

Over 100,000 young lobsters are released in this way each year. The question is whether or not artificially-produced lobsters have adapted to their new environment, evaded predators and survived the five years necessary for them to grow to adult size.

Commercial fishing is where they are generally not

found — on sandy bottoms. They believe that by providing shelter in areas where none exist, they can encourage lobsters to settle. Adding shelter to an area should increase lobster survival and increase the population.

Lobsters seek darkness and tight spaces, and so the scientists are dropping small, specially-shaped concrete structures on open stretches of sandy bottom.

The shelters become covered with seaweeds, sponges, mussels and other marine growths after a few months on the sea bed and appear to be part of the natural bottom.

Tests, however, have shown that lobsters move in, even before the shelters begin to blend into the bottom.

In one experiment near Point Judith, Rhode Island, almost 400 shelters were placed on a sandy bottom and, within three weeks, over 80 per cent were occupied by lobsters.

Most were juvenile lobsters, but the researchers feel this may be just where the shelters do most good.

Of course, different factors affect how many lobsters move into the shelters — proximity to a natural population, season, distance between shelters and shelter shape all play a part.

Schemes in the UK have revolved around the construction of artificial reefs, but new government regulations to control dumping at sea do tend to discourage the establishment of large permanent structures on the seabed in the UK.

The use of temporary concrete shelters would get round this legislation and could be a means of helping to revive some of our rather depleted lobster fisheries.

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Below: the pair trawler *Amethyst* sets out from Plymouth on a pilchard trip.

Left: Skipper Bruce Buchanan and his partners have bought the 80 ft. vessel *Radiant Star* from owners at Gardinstown. He has begun seine netting from Peterhead.

After a three-year production standstill oyster breeder Tony Maskell is to re-open his hatchery at Steer Point, Plymouth, in a bid to meet a growing European demand for oyster seed.

He says that a shortage of seed oysters is keeping French and Spanish growers under-supplied with the 10-20mm European native oysters they need for growing on to meet market demand.

The shortage is because disease has badly affected the French oyster industry.

Although a couple of oyster hatcheries have been set up, they have had little success in rearing small oysters.

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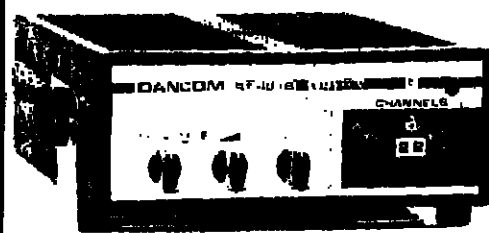
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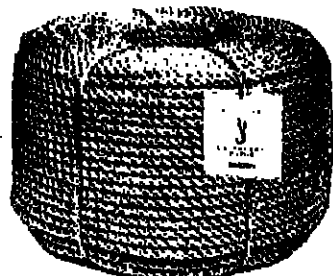
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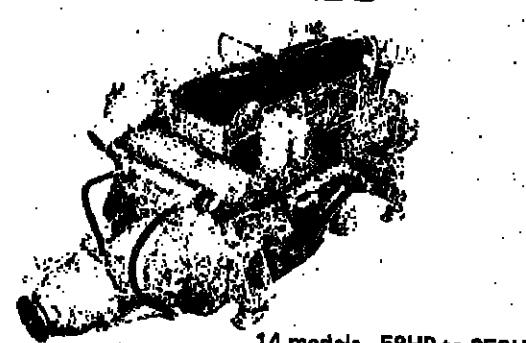
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Ways to catch whitebait

"LAST NOVEMBER the channel here often appeared full of whitebait."

"If the same thing happens this year, we want to find out whether we can catch them in worthwhile quantities."

"Apparently two boats used to do so with stow nets but we were told we could not work such nets in our boat which is only 28 ft. long."

"Nevertheless, any information on stow nets, how they are worked, and on other methods of catching whitebait would be most welcome."

"I know two men who worked stow nets successfully from a 30 ft. boat for many years, so boat size should not present problems."

But the carrying and hauling of such nets calls for a high degree of skill. If you have no one to teach you how to handle one, it is best to try other catching methods initially.

A stow net is a tapering box net up to 180 ft. long, usually made in four sections joined along the selvages.

The leading section is made of large mesh netting, and succeeding sections of netting with meshes of diminishing size. The cod-end consists of very small mesh netting or woven material.

A stow net's rectangular mouth is opened and closed by two wooden baulks or spars about 20 ft. long, which are attached to the headline and footline. The net is constructed so that the baulks will be anything up to 30 ft. apart when the net is fishing.

Stow nets are worked from boats anchored in a tideway. You first moor the boat with an anchor of great holding power and attach a bridle from the anchor chain to each end of both baulks.

Guyes are led from the bow of the boat top to the outer ends of the upper baulk to prevent the mouth of the net from closing. The body of the net streams under the stern of the boat.

Hauling commences when the tide eases or the cod-end and bag are thought to be full. "The mouth of the net is then closed by hauling the lower baulk close up to the upper one and then working the net forward by means of slings passed round it."

When sleeves are reached, special bag-splitting devices are used to help lift easily-handled weights of fish on board and then release them from the cod-end.

But before buying the necessary equipment and learning about catching methods, you must first assess the whitebait potential in your area.

Whitebait can also be caught in floating trawls, with beach seines in a type of stake net — in modest quantities — with a device which can be used either in the form of a trawl or stake net.

However, using a floating

trawl could be as expensive as using a stow net.

Obtaining a beach seine, which is easier to work successfully, requires less outlay but would limit your activities to working fairly close to the banks of the channel.

You might make a few catches by staking the footrope of a conical net on the edge of a bank, so that the headline is lifted through floats.

This would allow whitebait to be carried by the tide into the bag of the net but the method would be passive.

The triangle net used either actively as a floating trawl anywhere in the channel or passively as a stake net on its bank might be the best net to use initially.

It is mounted on a triangular wooden frame to which a three cord bridle can be attached for towing.

It is made of very small mesh nylon netting and has a relatively long funnel leading to the cod-end.

John Burgess' Log



M. Gibbs, Sandhills, Russell Road, Shepperton-on-Thames, Middlesex.

It is now supplied by Graft Warts (Marine Composites) Ltd. of the same address.

For hauling use an axle

"I HAVE obtained quotations for four different types of belt-driven and hydraulic capstans suitable for a boat used for beam trawling and potting."

"But the price of each and every one of them is far too high."

"I have been told that it is possible to make a belt-driven hauler out of a car's back axle."

"If this is so, how can I do it?"

"If you follow these instructions you will have a good hauler."

Firstly, take a back axle, preferably from an old 10 hp car as it will be of suitable size and weight. Then take it to pieces completely.

Remove one half shaft and lock the differential by welding. (Weld the small planet gears to the differential casing).

Now leave the axle ashore, go on board and decide on the most suitable position to install the capstan. It is most important that warps lead to the centre line of the capstan head.

You then have to measure the height from the engine bed to the desired position of the capstan head. Measure the distance from the position of the upright half shaft casing (joining differential to capstan head) to the nearest thwart.

Calculate the size of pulley required to be fitted to the pinion drive shaft of the axle, in order to give desired reduction of revolutions at capstan head.

Standard reduction of pinion drive through differential is 3:1. If, therefore, you have a 4 in. power take-off pulley on the forward end of your engine and you were to fit a 12 in. diameter pulley to the pinion, you would get a further 3:1 reduction at the capstan head.

With your engine turning over at 600 rpm, the capstan head would revolve at 100 rpm. Reduction should never cause the capstan to revolve at less than 60 rpm.

Having calculated the size of the pinion drive pulley required to ensure there is adequate room for it with its centre about 15 in. from the centre of the takeoff pulley.

Now cut the axle casing, from which the half shaft has been removed, at a distance from the differential determined by the required total length of the completed unit.

Blank it off and weld a plate across the lower end for bolting to one of the engine beds.

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Disassemble the brake drum from the end of the axle casing in which the half shaft remains. Remove all fittings from this end, except the brake plate.

Take a paper rubbing of the hub plate, send it to the manufacturer of capstans and ask him to supply one which will fit the plate. When this is obtained, bolt to the hub plate.

Then get a V-pulley of appropriate size and a V-belt. The V-belt should be long enough to be stretched tight around both pulleys plus 1/2 in. clearance.

Afterwards, bolt the pulley on to end of the pinion. Take the unit on board and determine the exact position where the bottom end should be bolted to the engine bed and in a temporary chain measurement of the casing the nearest thwart and see that the capstan head will be in the required position.

Now tubular the lower end and take your unit ashore. The measurement (chain) should be 12 in. or under, at a single bracket to the top of the right height for carrying it to the thwart.

It is over 12 in., weld brackets at an angle of about 30 degrees and then attach the unit on board again. Bolt the lower end to the engine bed, and use a single bracket or brackets to the thwart. Fit the belt as pulley.

Finally, fit the jack pulley for taking up slack: the belt and operate capstan head.

Capstan heads are available from Irons & Co. Ltd., The Cornwall Works, Walsbridge, Leicestershire. The Cornwall Works, Walsbridge, Leicestershire. The Cornwall Works, Walsbridge, Leicestershire.

Both V-belts and V-pulleys can be obtained from J. H. Farmer and Co. Ltd., Martineau, Hull, North Humberside.

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Boats will have to go—Ministry

ADJUSTING TO a new pattern of fishing in the future will mean contracting the British distant water fleet.

It is quite clear that opportunities in third country waters will not be anything like the level they have been in the past, MAFF Fisheries Secretary, Mr. J. G. Kelsey, told the Department of Trade and Industry sub-committee investigating the fishing industry last week.

There will also be changes in the way the rest of the fleet operates, but this should not affect their capacity.

Asked if anything was being done to get the distant water fleet working on long-range operations, Mr. Kelsey

said that the industry had not shown much interest.

However, he pointed out that there has been some involvement with Australia and New Zealand through joint ventures, and some discussions with Argentina.

This lack of interest in long range fishing was underlined by Mr. M. J. E. Fretwell,

assistant under-secretary of state at the Foreign and Commonwealth Office. He said that the EEC was negotiating deals with West African countries for fishing rights. With the British not interested, these negotiations were mainly taking place for the benefit of Italy.

Fears about the effect on fishing with the possibility of Spain and Portugal joining the EEC were put down by Mr. Fretwell. Already the Spanish demersal catch in EEC waters has been cut by half.

He added that these countries could look forward to even further reductions in their catch.

Under threat — the sprat barge at Scarborough.

Salmon—new Bill

PETER MORRISON, Conservative MP for the City of Chester, has presented a Bill to the Commons to make it an offence to possess salmon or sea trout which has been illegally acquired, taken or landed.

The Bill, which prescribes a penalty of £500, has been put down for second reading on Friday, February 3. However, it is second in the order of business for the day which must put a large question mark over it.

The previous business could take a long time and it is unlikely that Mr. Morrison's Bill could get a second reading without debate.

It would put the burden of proving that the salmon or sea trout had not been illegally acquired on the person offering it for sale.

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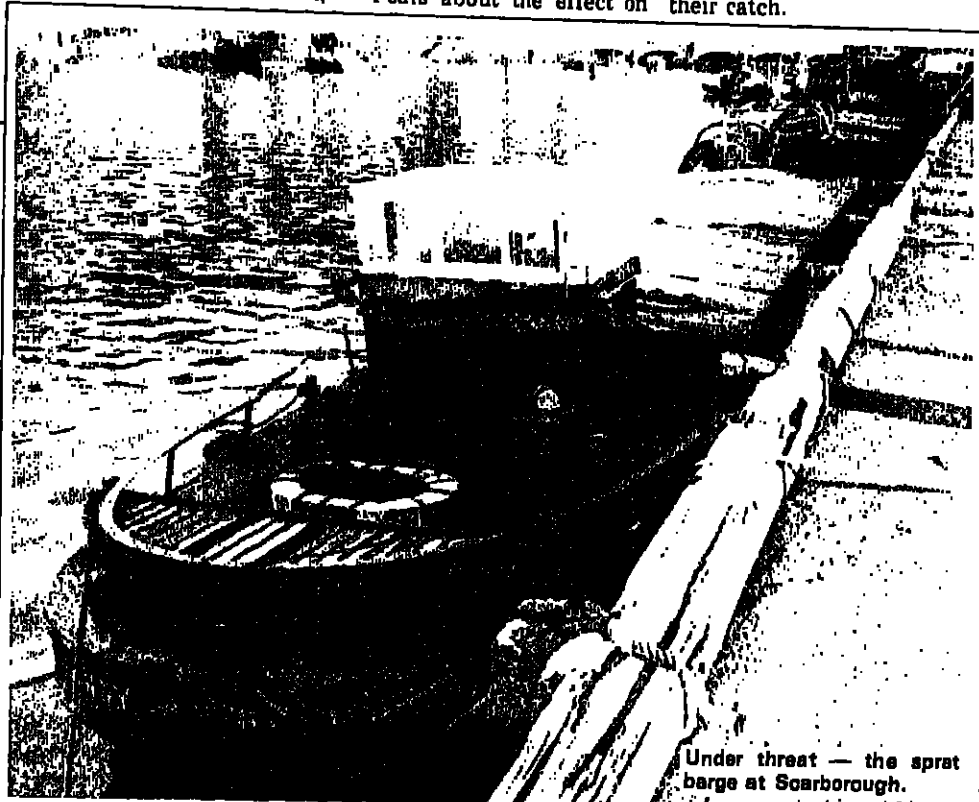
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'Stinking' sprat barge row

RESIDENTS are kicking up a stink about a 200 ft. sprat barge moored in Scarborough harbour. They have complained to the local council about a smell wafting across the harbourside houses.

The barge, *Bonny* owned by a Hull firm, is used to hold sprats landed by five keel boats fishing the shoals from the north-east coast port.

Left-overs in the hold, also spillage on the pier and in the water, started to reek and Scarborough Harbour Committee discussed the complaints. It decided to let the barge stay until the end of the sprat season in mid-March — but if the smell gets any worse it has threatened to order the barge to move.

Now, some waterfront residents are threatening to withhold their rates payments unless action is taken immediately.

COLD STORES SOLD

THE international cold storage chain Frigoscandia has been taken over by the Swedish industrial group Aga.

Since its foundation in 1949 Frigoscandia has been a subsidiary of the Swedish shipping company Malmros.

An international crisis in the shipping market has forced Malmros to sell all its shares in Frigoscandia to Aga.

Frigoscandia opened its first cold store in Sweden during 1960. Today it is the leading international cold storage operation with 29 plants in 13 countries — primarily in Europe — but also in South America and Australia.

Frigoscandia has also developed the most complete range of industrial food freezing equipment on the market.

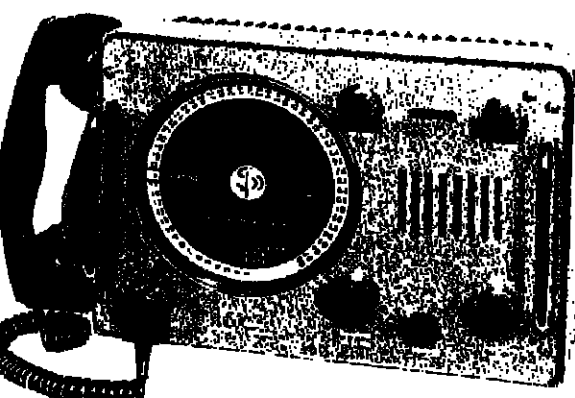
The subsidiary Frigoscandia Transport is one of the largest international operations in Europe for refrigerated cargo.

Aga was founded in 1904 and has grown to one of the major Swedish industrial groups.

The company operates an integrated storage and transport operation from bases in London, King's Lynn, Liverpool, South Kirkby and Glasgow.

Written to 68 groups representing fishing interests to ask for their views. Any replies should send to: Department of Trade, Marine Division, Room 778, Sunley House, 90/92 High Holborn, London WC1V 6LP.

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